Right lines or less constitute a square. Advertisements abould be handed in by twalve

# BAILBOADS.

BALTIMORE AND OHIO RAILROAD.

are now run as follows, vis: FOR BALTIMORE. Leave daily, except Sunday, at 6.20, 8.20, and 11.15 a. m., and 3.30, 4.40, and 7.30 p. m. FOR ALL WAY STATIONS.
Leave daily, except Sunday, at 6 15 a. m. and

Lawy daily, except Sudday, at a 10 a. m. and 5.30 p. m. FOR PRINCIPAL WAY STATIONS, vis: Biadenaburg, Beltaville, Laurel, Annapolis Junction, and Relay House, leave at 0.30 and 8.30 a. m., and 3.30 and 4.40 p. m. dfilly, except Sun-day.

day.

FOR ANNAPOLIS.

Leave at 6.20 and 5.20 a.m., and 4.40 p.m.
dally, except Sunday. No train to or from Aunapolis on Sunday.

ON SUNDAY.

ON SUNDAY.

FOR BALTIMORE.

Leave at 8. 20 a.m. and 1.15, 3.30 and 7.30 p. m.
FOR WAY STATIONS.

Leave at 8.20 a. m. and 3.30 p. m.
FOR MAY STATIONS.

Leave at 8.20 a. m. and 3.30 p. m.
FOR ALL PARTS OF THE WEST.

Leave daily, except Sunday, at 7.30 a. m. and 1.15 and 7.30 p. m. cely, connecting at Helay Station with trains from Baltimore to Wheeling, Farkersburg, &c.

Through tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office in the American Thiegraph Building, Fennsylvania avenue, between Four-and-a half and Sixth streets.

For New York, Falladelphia, and Boston, see advertisement of "Through Line.

Machine Martin Mart

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIRECT LINE ENTIRELY COM-STAGING ENTIRELY DISCONTINUED.

60 MILES SHORTER AND 3 HOURS QUICKER THAN BY ANY OTHER ROUTS. On and after MONDAY, September 25, the old and favorite line from WASHINGTON, via FRED-BRICKSBURG, to RICHMOND, will be run TWICE DAILY, (Sandayrajghte scopied.) as fol-

BRICKSBURG, to RIGHMOND, will be fun TWICE DAILY, (Sinday rights excepted.) as follows:

The fast and commodious steamer KETPORT. Captain Frank Holtingshead, and C. VANDEH-Bill-T, Captain A. L. Colmary, will leave the wharf, foot of sixth street, Washington, twice daily, (Sonday algorithms), and S. 45 p. m., and S. 45 p. m., arriving at Aquia Creek by 10.39 a. m., and 12.35 p. m., and thence by the Richmond, Frederickaburg, and Potomae Railroad, now entirely completed, to Richmond, and railroad, now entirely completed, to Richmond, and making connections with the Richmond and February Railroad for Petersburg and points south of Petersburg and Potoma Railroad of Petersburg and Potoma Sanday and S. 45 p. m., affording analytic time for breakfast, and connection with the Richmond and Bauville trains for Danville, Va., Greensbore', Salinbury, Charlotte, Railegh, Addieborough, and Wilmington, M. C., and Chiefe Charles and Chiefe Captain Company, and arrive in Richmond at 3.2 p. m.

Baggage checked through to Richmond from and Wash-

aly, and arrive in Richmond at 3.23 p. m. Baggage checked through to Richmond from few York, Philadelphia, Baltimere and Wash-ngton, and accompanied by through baggage

ington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond. \$17.00

""" Philad a "12.60

"" Washington 1.00

""" From Washington 1.00

""" From Washington 1.00

Can be procured in New York at No. 220 Broadway, and at Courtland street ferry. In Philadelphia, at the dept of the Philadelphia, Wilmington and Baltimore Railrond Company, Broad and Frime streets. In Baltimore, at the Camden Station of the Baltimore and Ohlo Railrond Company. In Washington, at the Company 2 office, at the Company yaoffice, at the comp of Fannyiyania wavens and Sixth street, and on board the Potomac desamboats.

Passengers leaving New York at 7 and 8 a.m.; at the corner of Fenney trains a weare and a state freet, and on board the Potomac eleamboats.

Passengers leaving New York at 7 and 8 a. m. 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAY,) and 11.15 p. m. (NIGHT,) and Baltimore at 3.30, 4.5, and 6 p. m., 3.33 and 4.30 a. m., arrive is Makington at 5.29, 5.50, and 7.45 p. m., and 5.6 m., in ample time to make connections the state of the stat

battle-delds near Fredericksburg, by at that point, g will be checked from NewYork, Phil-ing the Company of the Company of the t by the baggage masters of this line, it and supper on board of steamers, GEO, MATTINGLY, Superintendent, W. D. GILKERSON, Agent, W. Schington, D. C. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avenue, as follows:
Express Train at 4.00 s. m., (Mondays excepted, for Baitimore and Washington, stopping at William 1864, and Magnolla.

Was if Train at 8.10 s. m., (Sundays excepted, for Baitimore, and Magnolla.

Was if Train at 8.10 s. m., (Sundays excepted, its Baitimore, stopping at all regular stations, sunceting with Delaware railroad at Wilmington for Millord, Sallebury, and intorme-

Withtights for Milford, Salisbury, and intermediate stalling.

Express Train at 1.15 p. m., (Sundays excepted, 16r Battimore and Washington, stopping at Chester, Wilmington, Eikton, Perryville, and Haven de-Grace.

Express Train at 5.00 p. m. (Sundays excepted, 10r Battimore and Washington, stopping at Wilmington, Newark, Eikton, Northeast, Perryville, Bavrs-de-Grace, Perryman's, and Magnotis.

Night Express at 11.15 p. m., for Battimore and Washington, stopping at Chester, (only to lake Ballimore, stopping at Chester, (only to lake Ballimore, and Washington, stopping at Chester, (only to lake Ballimore, and Washington, stopping at Chester, (only to lake Ballimore, and Washington, stopping at Chester, (only to lake Ballimore, and Washington, stopping at Chester, (only to lake Ballimore, and Chester, (only to lake Ballimore, (only to lake Ballimore, and Chester, (only to lake Ballimore, (only to lake Ballimore, and Chester, (only to lake Ballimore, (only to lake

Magnott
Might Express at 11.16 p. m., for Baltimors
and Washington, stopping at Chester, (only to
take Baltimore and Washington passengers,)
wilmington, Rewark, Bitton, Northesat, Perryville, and Ravre-de-Grace.
Passengers for Fortees Monroe will take the
8.10 a. m. train.
ACCOMMODATION TRAINS—Stopping at all
stations between Philadelphia and Wilmington—

Leave Philadelphia at 11.00 s. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train censects with Delaware Hallroad for Milford and intere stations. e Wilmington at 7, 15 and 9, 30 a. m., 2, 30 30 p. m. OUGH TRAINS FROM BALTIMORE — Wilmington at 12 m., 4. 24, 8.33 and 9.54 CHESTER FOR PHILADELPHIA -- Leave Cheser at 8, 16, 10, 14 a. m., 12, 36, 3, 13, 4, 54, 7, 20

ter at 8.16, 10.16 a. m., 18.39, 3.13, 4.04, 7.20 and 9.06 p. m. gunday Trains.

Express Train at 4.05 a. m. for Baltimore and Washington, slopping at Wilmington, Perryvilla, Havre-de-Grace, Aberdeen, Perryman's and Magnolia.

and Magnolia,
Might Express at 11.15 p. m. for Baltiman
and Washington, stopping at Chester, (for Baltimore and Washington passengers,) Wilmington,
Newark, Elkton, North-East, Perryville and
Havre-de-Grace.

# Daily National Republican.

WASHINGTON, D. C., MONDAY EVENING, NOVEMBER 6, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

IT AND LOSS ACCOUNT .- Bennett finds his

quarrel with the managers a losing busi-

ness. Five presses in the Herald job-

ness. Five presses in the Heroid job-printing office used to be running night and day, printing off theatre-bills and other theatrical work. These are now all stop-ped but one, and the men that attended them are discharged. In losing the printing of all the respectable theatres and the opera Bennett's profits are diminished about thur-ty two thousand dollars per annum. The amount has been stated higher than this; but we believe that thirty-two thousand is very nearly the actual loss incurred from this one source.

The advertisements of the opers and the

who started it must go to the parental till

## RAILROADS. RAILROADS. GREAT PENNSYLVANIA ROUTE TO

THE 4.30 P. M. TRAIN FROM WASHINGTON Connects with the 8 p. m. train from Bal-timore for Pittsburg and Eric.

THE 6.45 P. M. TRAIN PROM WASHINGTOM Connects with the 10 p. m. Express from Baltimore and runs through to Pittes-burgh and Eintra, without change of care, connecting at Pittaburgh for Cherinashi, Chicago, and St. Louis, and at Risstra for Bufulo, Roches-per, and Syracuse.

ONE THROUGH TRAIN ON SUNDAY,

Leaving Washington at 3 o'clock p. m SOLDIERS' TICKETS AT GOVERNMENT RATES

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 403 miles.
It also passes through Fairfax, Bull Run, Manassas, Bristow, Catlett's, Rappahanneck, Cut-peper, Orange, and Gordonsville, where may of the great buttles of the late rebellion were found.

NEW YORK LINES.

THE CAMDEN AND AMBOT AND PHILADEL PHIA AND TRENTON RAILROAD COMPA-NIES' LINES.

FROM PHILADELPHIA TO NEW YORK

AND WAY PLACES.

FROM WALNUT STREET WHARP AND

WILL LEAVE AS FOLLOWS, VIET 

via Camden and is Ticket. m., via Kensington and Jersey

a. m., via Kensington and Jersey ity—Express m., via Cumden and Amboy—C. and Accommodation.

Leave foot of Barciay street at 6 a. m. and 2

p. III.
From foot of Cortland street at 7, 5, and 10 a.
III. and 4 p. m., and 12 night.
The 5 p. m. line runs d.lly; (all others, Sundays excepted.)
W. H. GATZMER, Agent,
Philadelphia and New York Line.
Philadelphia, Dec. 23, 1893.

YORK. WASHINGTON, October 29, 1863.
Trains between Washington and New York are ow run as follow, viz:
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.50 s. m., and
and 7.30 p. m.
FOR NEW YORK, changing care at Philadelblue.

A. Accommodation.

Al 2p. m., via Camden and Amboy—C. and
A. Exprese.

At 8 p. m., via Kensington and Jersey
City—Washington and N. Y. Express.

At 84 p. m., via Kensington and Jersey
City—Evening Mail.

At 1114 p. m., via

1865 WINTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILROAD. NORTHWEST AND SOUTHWEST, TWELVE DAILY TRAINS.

ON AND AFTER DECEMBER 25, trains will save Baltimore, from North Calvert Station, a On and after MONDAY, October 18, 1865, trains rill leave the Union Passenger Depot, corner of vashington and Liberty streets, Pittsburgh, Pa., a follows.

Vashington and Liberty street, a follows:
a follows:
DAY EXPRESS, daily except Sunday, at 2.50 a.
DAY EXPRESS, daily except Sunday, at 2.60 a.
DAY EXPRESS, daily except Sunday, at 2.60 a. ., stopping at Johnstown, Conemangh, Gallite, Alforna, and all principal stations, and making direct connections at Harrisburg for New ork, Haltimore, and Washington, and at Philable, and Washington, and intermediate by his for New York, Boston, and intermediate THE 6.16 A. M. TRAIN FROM WASHINGTON Connects with the 9.20 a. m. train from Bal-timore for Pittaburgh and the West, and for Eimira, Buffalo, Rochoster, Dan-kirk, Canandaigus, and Ningara Falls, and for New York City.

deiphia for New York, Boston, and intermediate politik.

ALTOONA ACCOMMODATION, daily except Sanday, at 5.60 a. m., stopping at all regular stations between Pittaburgh and Altoona, and making close connection with trains on the Indiana Branch, West Fennsylvania Railroad, Ebenshurg and Crosson Railroad, and Hoilidaysburg Branch PittsBURGH AND BRIE MAIL, daily except Sanday, at 7.50 a. m., stopping only at Consangle, Guilitee, Altoona, and all principal stations, making direct connection at Harrisburg for Kew York, Baitimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 11.40 a. m., stopping at all regular stations between Pittaburg and Harrisburg, making connections with trains on the Ebensburg and Crosson railroad and Hoilidaysburg railroad.

PHILADELPHIA EXPRESS, daily at 2.50 p. m., stopping at Latrobe, Blairwille Intersection,

Patients of the County of the

on the Indiana Branch and West Pennsylvania railroans.

FAST LINE, daily, except Sanday, at 9.30 p. m., stopping only at Conamangh, Galilizen, Altonas, Huntingdon, Lewistowa, Mifflin, Newport, Mayavelle, Harrisbarg, Middlestowa, Lancaster, and Downingtown, making connection at Harrisburg for New York, Baltimore and Washington, and at Philadelphia for New York, Bostom and intermediate points. Sleeping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wali's Station leaves daily (except Sanday) at 5.50 a. m.

Second Accommodation Train for Wali's Station leaves daily (except Sanday) at 9.40 a. m.

Third Accommodation Train for Wali's Station leaves daily (except Sanday) at 9.45 p. m. ORANGE AND ALEXANDRIA RAIL ROAD.—THROUGH by RAIL FROM WASH-INTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG. On and after FRIDAY, September 1, 1895, the trains on this road will run as follows:

Third Accommodation Train for Wall's Station eaves daily (except Sanday) at 3.35 p. m. Fourth Accommodation Train for Wall's Sta-ion leaves daily (oxcept Sanday) at 5.05 p. m. Accommodation for Pens Station, stopping at 11 stations between Pittsburgh and Penu, at 0.30 p. m. The Church Train leaves Wall's Station every

Returning Trains arrive Th Pittsburgh as follows

On and after FRIDAT, September 1, 1865, the trains on this road will run as follows:

TRAINS SOUTH.

Leave Washington at 7 a. m. and 8.30 p. m.

Leave Washington at 7 a. m. and 8.30 p. m.

Leave Washington at 7.50 a. m. and 9 p. m.

Leave Michael at 12.30 p. m. and 6 a. m.

Arrive at Lynchburg at 3.30 p. m. and 6 a. m.

TRAINS NORTH.

Leave Lynchburg at 6.45 a. m. and 7.15 p. m.

Leave Kichaend at 7 a. m. and 7.15 p. m.

Leave Gordonsville at 12.30 p. m. and 4.30 a.m.

Arrive at Alexandria at 4.55 p. m. and 4.00 a.m.

Arrive at Alexandria at 4.55 p. m. and 4.00 a.m.

Arrive at Mashington at 5.30 p. m. and 6.35 a.m.

On Sindays leave Washington at 8.30 p.m. only.

Local freight train leaves Alexandria at 4 a.

m., arriving in Gordonsville at 11.45 a. m.

Leaves Gordonsville at 12.35 p. m., arriving in Alexandria at 5 a. m., arriving in Gordonsville at 11.45 a. m.

Leaves Lynchburg at 3.30 a. m., arriving in Alexandria at 6.10 p.

Passengers from Warrenton will take the 7 a.

m. train south from Washington, and the 6.45 a.

m. train south from Washington, and the 6.45 a.

m. train south from Washington, and the 6.45 a.

m. train south from Rehmend connect with trains at Washington for all parts of the North and Wast.

This route has the advantage over all others by having a continuous rail from New York to Lynchburg, 400 miles.

It alse pusses through Fairfax, Bull Run, Ma
It alse pusses through Fairfax, Bull Run, Ma-

prompt attention.

Haitimore express will arrive with Philadelphia express at 2.30 p. m. on Mondays.

NOTICE.—In case of lees, the Company will
hild themselves responsible for personal buggage only, and for an amount not exceeding \$100.

W. H. BECKWITH, Agent,
At the Pennsylvania Central Haitroad Passenger
Station, on Liberty and Washington streets.

# washington, asyenge, Trains leave the corner of First and C streets, Washington, W. H. McCAFFERTY, General Superintendent, J. M. BROADIS, ocfi-tf General Passenger Agent. STEAMSHIPS. 1864 ARRANGEMENTS 1864 A TLANTIC STEAMSHIP COMPANY

The steamers comprising this line are the JOHN GIBSON ...... CAPTAIN YOUNG, E. C. KNIGHT...... " MORRIS, FAIRFAX..... "

WINTERS. saving pier No. 12, N. R., New York, and foot 6

WEDNESDAY AND SATURDAY

Preight received every day during business hours, and carefully kept under cover.

The steamers of this line now connect with Alexandria and Orange Raliroad. Preight forwarded to any point along the line of the road.

ADERTS—MORGAN, RHINERART & CO., FOOT SITEST, Washington, D. C.

BOWEN, BRO. & CO.,

Alexandria, Va.

H. R. CROMWELL & CO., S5 West street, New York.

NEW YORK STEAMSHIP COMPANY, (OLD LINE,)

NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C. OCEAN STEAMERS

BALTIMORE, REBECCA CLYDE, AND EMPIRE IN COMMUNICATION WITH INLAND STRAWERS PHILADELPHIA AND NEW YORK LINES. Leave Walnut sireet wharf at Sand Sa. m., 12 m., and 2 p. m. Leave Kensington Depot at 11.15 s. m., 2.36, 4.30 and 6.46 p. m., and 12.60 a. m. (sight.) The 6.46 p. m. line runs daily; (all others, Sundays excepted.)

GEORGE H. STOUT, MAY FLOWER, AND Regular Sailing Days TUREDAYS and PRI-DAYS, at 12m., from foot of fligh street, George-town, and Plor 16, East Eiver, (foot of Wall street,) New York.

street,) New York.

For freight or passage apply to—

O. P. HoUOITON, Agent,
foot of High street, Georgetown.

M. ELDHIDGE & Go., Agents.
Prince Street Whart, Aloxandria,
JAMES LASD, Agent,
Freight received constantly and forwarded to
all parts of the fountry with dispatch, at lowes
rates.

A DAMS EXPRESS COMPANY, OFFICE 514 PENN, AVENUE, WASHINGTON CITY, D. C. GREAT EASTERN, NORTHERN, AND WESTERN EXPRESS FORWARDERS.

accessible sections of the country. This Com-pany has Agencies in the principal railway towns in the

mington and Way Stations.

BALTIMORE FOR PHILADELPHIA.
Leave Baltimore at 9.25 p. m., stopping at Haves-de-dress, Ferry ville and Wilmington. Also stope at all the weark (to take passengers for Philadelphia and de-way passengers for Philadelphia at 6.30 p.m. ON SUDAY.

Leave Baltimore of Waltimore, ) and Chester to leave passengers from Washington of Entitled Phila and Leave for Philadelphia at 6.30 p.m. Leave for Philadelphia at 6.30 p.m. Leave for New York at 6 p.m. only.
Leave Wilmington for Philadelphia at 6.30 p.m. How Baltimore A. 25 a.m., Nay Mail; 1.10 p.m. Express; 4.25 p.m. Way Mail; 4.10 p.m. Express; 4.25 p.m. Way Mail; 4.

the opera is at least ten thousand dollars richer than he was when this controversy began. The proprietors of the theatres have every reason to be satisfied with the results of their course. They have their printing done at fair prices, and they save one hundred dollars a day in advertising. It is this state of facts which causes Bennet to conduct his side of the quarrel in so silly a manner. He is too anyry to fight well, and strikes out blindly, doing damage to nobody but himself. The man is in a perfect fix. If he attacks a singer or a play, the public know his nature, and pay no regard to what he says. If he is ellent, he loses from his paper one of the principal sources of local interest. If he gives his usual catalogue of performances, he advertises the theatres for nothing; and if he does not, people must stop the Hereld, and take another paper. Hence his wild way of fighting, which many persons have attributed to the sensibility of extreme old aga. True, Bennett is a very old man—very old, indeed—but there is life enough in him yet to conduct an affair very well, provided he is not blinded by passion. His talent is nothing extraordinary; but men of very slender abilities, who have plenty of maifee and no scruples, can sometimes contrive to get in some blows, which are effective because they are foul.

The public are really very much indebted to the managers for their spirited conduct. Anything which lessens the power of a bad man is a public benefit. This foolish and wicked old editor has done his best for forty years to mislead, betray, and corrupt the people of this city. Thank

best for forty years to mislead, betray, and corrupt the people of this city. Thank God he is drawing near his end. We hum-bly trust that it will please heaven soon to eliver us from him, and consign him to a sphere where his peculiar quaities will not be noticed, because they will no longer be peculiar. Till then, it is well to limit

power of mischief as much as possible. THE EMPRISS OF AUSTRIA.—The reported visits of the Empress of Austria, who is a Bavarian princess, to the most famous watering place of her native country. Kis singen, and the great benefit she has derived from its waters, have greatly helped to bring that locality into favor. It is said her health is completely restored; and that she has quite passed out of the circle of invalids. The wife of Francis Joseph is one of the most beautiful of the European princesses, and famed for the kindness of her of the most beautiful of the European princesses, and famed for the kindness of her temper, notwithstanding her rather hength; but it were in the prompt measures of Colonel Edwardes, the Sepoys at Fort Machison 'were all unarmed and taken aback, and being called the prompt measures of Colonel Edwardes, the Sepoys at Fort Machison 'were all unarmed and taken aback, and being called upon, laid down their arms.' There was nothing seem a manning head of light hair, which she wears in eight massive builds, wound round and round her head, forming a magnificent diadem of hair, such as very few women could match from their own resources. Bhe speaks all the principal tongues of Europe, and is particularly fond of the English language, which he speaks perfectly as if it were her native dialect. She is an excellent musician, paints and draws extremely well, and is one of the boldcat and most skillful horsewomen of Austria. She possesses a stud of very valuable horses, and a pack of speaks. cosses, and famed for the kindness of her temper, notwithstanding her rather hosely ty bearing. She is tall, slender, graceful, with a very white skin, and, when pretty well, a good deal of color, large, limple blue eyes and an amazing head of light

Rev. Dr. Chapin. To his regret, on arriving at the church, he found not that divings the church, he found not that divings on the text. But Simon's wife's mother lay sick of a fever."

Simon's wife's mother lay sick of a fever."

Somewhat vexed at his ill success, X., having liberal views, went in the evening to Dr. Osgood's churcis. What was a sum to the example to listen again to the new familiar sermon, from the same chergyman. Hwelling consider more than to the exponsible to the exponsible to listen again to the new familiar sermon, from the same chergyman. Hwelling consider more than the same chergyman. Hwelling consider more than the same chergyman. Hwelling consider more than the total the same chergyman. Hwelling can be for a consequence of the camp wistly improved. Intentional to the same chergyman of the same cherg

# TO THE TERRESTRIAL GLOBE.

BY A MINREABLE WRETC

Roll on thou ball, roll on:
Through pathless realms of Space
Roll on:
What though I'm a sorry case:
What though I cannot meet my bills?
What though I saffer toothache: ellis?
What though I swallow countless pl
Mever you mind:
Koll on:

Roll onf
It's true Tve got no shirts to wear;
It's true my batcher's bill is due;
It's true my batcher's bill is due;
It's true my prospects all look blue—
But don't let that unsettle you!
Never you mind;
Roll on! [H rolls

Slips of the Pen and Anachronisms A late number of Chamber's Journal has pleasant paper entitled "Elips of the Pen," a which the curious blunders of some Engshauthors and the anachronisms of others re set forth in formidable array, thus:

"When Mrs Caxton innocently made her itser half the father of an anachronism, that yorthy scholar was much troubled in conce."

The advertisements of the opera and the aires averaged about one column a day the year round; the charge for which was forty cents each line. A column in the Herald contains two hundred and five lines; so that the daily lose to the Herald is exactly one hundred dollars, or thirty-six thousand five hundred dollars, or thirty-six thousand five hundred dollars per annum. It thus appears that the managers have inflicted a lose upon Bennett of sixty-eight thousand five hundred dollars a year.

The Play Bill, too, has disappeared. This was the pet project of Bennet's son, who picked up the idea in Paris a year or two ago, and persuaded the old man to let him try it here. When the managers objected they were answered by the usual hint, that they would find it "to their intereat" to favor the Play Bill. That nusance is now abased, and the hopeful youth worthy scholar was much troubled in conse-quence. His anachronism was a living one, or he might have comforted himself by re-flecting that greater authors than he had stood in the same paternal predicament. Our eld English dramatists took tremendous libold English dramatiers took tremenuous no-erties this way, never allowing considerations of time and place to stand in the way of any allusion likely to tell with their andience. Shakespeare would have been slow to appresance is now abated, and the hopeful youth who started it must go to the parental till for his pocket-money.

But this knot the end of Bennett's misfortunes. Nine people in ten depend upon their daily paper for information as to what is to be played at the opera and theatres and consequently, the advertisements in the amusement columns are an important, nay an indispensable part of the news of the day. Bennett prides himself upon publishing the best newspaper; but the managers have taken away from him a whole department of news; and news, too, of the most particular interest to the people of New York and the adjacent towns. The managers, meanwhile, have suffered no damage whalever. They were never more prosperous. The operatic season is now in its seventh week, and Mr. Maretzek has not had one house that did not yield a profit, and in every evening except two the receipte lave been very largely in excess of the expenses. The enterprising manager of the opera is at least ten thousand dollars richer than he was when this controversy began. The proprietors of the theatres have every reason to be satisfied with the

Shakespeare would have been slow to appreciate a modern manager's anxiety for archeological fidelity. His Greeks and Romans talk ahout cannons and piatois, and his Italian clowns are thorough cockneys, familiar with every nook and corner of London. And so it is with other caterers of the stage. Nat Lee talks about cards in his tragedy of "Hannibali," Otway makes Spartan notables carouse and drink deep; Mrs. Cowley's Lacedemonian king speaks of the night's still Sadbetth; D'Uriey's ancient Britons are familiar with Puritans and packet-boats; and Hymer (though he set himself up for a critic) supplies a stage direction for the representative of his, Saxon horoine to pull off her patches, when her lover desires her to lay aside her ornaments.

aside her ornaments.
"When Colman read 'Inkle and Yarico' to Dr. Morely, the latter exclaimed: 'It won't do Stuff' Nonsense! 'Why?' asked the alarmed dramatist. 'Why, you say in the

'Come, let us dance and sing. White all Barbadoes' bells shall ring! "It won't do; there is but one bell in the Island! This mistake was excusable enough; but when Milton described...

"'A green mantling vine, That crawls along the side of you small bill, e must certainly have forgotten he had laid he scene of 'Comus' in North Wales. Ernest ones describing a battle in his poem,

'All worn with wounds, when day was low, With severed sword and chattered shield;' thus making his battle rather a trial of the espective powers of ancient and modern weapons than a conflict between equally armed foes. Mr. Thackerny perpetrates on alce little anachronism in "The Newcomes," nice little anachronism in "The Newcomes," when he makes Clive, in a letter dated 183... quoting an Academy Exhibition critique, ask: "Why have we no picture of the sovereign and her august consort from Smec's brush?—the author, in his anxiety to compliment the artist, forgetting that there was no consort till 1840.

"A bull in a china shop is scarcely more out of place than a bull in a serious poem: but accidents will happen to the most regular of writers. Thus, Milton's pen slipped when he wrote:

then he wrote:

"The sea-girt isles

That like to rich and various gems (wlay

The unadorned bosom of the deep;"
quotation reminding us that the favorite

Beauty, when unadorned, adorned the most, is but a splendid bull, beautiful for its bold-

ness.

'Pope, correct Pope, actually tells us:

'Young Mare, in his boundless mind.
A work t'outlast immurint Bome designed.'

'The santhor of 'The Spanish Rogue'
makes 'u silent noise' invade the ear of his
hero. General Taylor immortalized himself
by perpetrating one of the grandest bulls on
record, in which he attained what a certain
literary noclassor calls' nerfection hardly to pler was the blunder of an English officer, during the Indian mutiny, who informed the public, through the Times that thanks to

ber."

"This is a worthy pendant to Miss Hawkins' story of the undertaker writing to the
corporation of. London, 'I am desired to inform the Court of Alderman, Mr. Alderman
Gill died last night, by order of Mrs. Gill;'
and not far short, in point of absurdity, is
Madame Tussaud's announcement of the
exhibition of the effigy of the notorious
Palmer, 'who was executed at Stafford with
two hundred other celebrities.' The modern
fashion of naming forists' flowers must be

two hundred other celebrities." The modern fashion of naming florisis flowers must be held responsible for the very dublous paragraph we extract from a gardening paper: 'Mrs. Legge will be looked after; she may not be so certain as some, but she was nevertheless very fine in the early part of the senson. Lady Popham is useful, one of the old fashioned build, not quite round in the outline, but makes up well.'

"Thackeray seems to have had an intense dislike to the trouble of revision, for his popular works, especially those published periodically, abound in trivial mistakes, arising from haste, forgetfulness, and want of care. The novelist mortally wounds an old lady with a candle instead of a candle stick, and afterwards attributes her death to a tone staircase. Newcome, senior, is colonel a stone staircase. Newcome, senior, is colonel and major at one and the same time; Jack Belsine is Jack on one page and Charles on another; Mrs. Raymond Gray, introduced as Emily, is suddenly rechristened Fanny; and Philip Fermor on one occasion becomes transformed into the author's old hero, Clive. With respect to the last-mentioned gentleman author and artist seem to have differed; for while Mr. Thackeray jets about Clive's beautiful whiskers and handsome moustache, Mr. Doyle persists to the end in denying young Newcome's possession of those tokens of manhood. a stone staircase. Newcome, senior, is colone and major at one and the same time; Jac.

of manhood.

"It is not often that an author is satirical upon his own productions; but Charles Dickens has contrived to be so. Describing the old inns of the Borough in his 'Pickwick Papers,' he says they are queer places, with galleries, passages, and staircases wide enough and antiquated enough 'to furnish materials for a hundred ghost stories, supunatorials for a hundred ghost stories, sup-poring we should ever be reduced to the in-mentable necessity of inventing any. How little could Box have anticipated certain charming Christmas books witching the world a few years later! So, also, 'American Notes,' Mr. Jefferson Brick and the transat-Notes, art. seneron Brick and the transat-lantic Eden lay unsuspected in the future when he made old Weller suggest Mr. Pick-wick's absconding to America till Dedson and Fogg were hung, and then returning to his native land and writing 'a book about the

# The Rebel War Debt.

[From the Albany Evening Journal ] The Mobile Register takes decided ground The Mobile Register takes decided ground in favor of an assumption of the confederate war debt. It regards the obligation as between citizens, entered upon in good faith, and required to be met as a condition of the future national welfare. Nor does it deem such a contingency at all improbable, because "the necessities of that party which has beretofore been accustomed to rely upon the South for its support, will naturally make it opposed to the unjust and untenable ground now assumed by the Federal Government."

ernment."

John Forsyth, who has returned to the editorship of the Register, knows perfectly well the character of the Democratic party, and of the men by whom it is led. He reasons from intuition and with complete understanding of the facts. If the South can be so "reconstructed" as to put its former dominant classes in control, their former servants will, of course, stand ready to enter the harness and pull loads for them. The refusal to accord legal right to the freedmen, and the antagonism to the constitutional amendment, are only preludes to the cry which this Ala-bama politician ventures to believe will be-

hama politician ventures to believe will become popular, for an assumption of the Confederate war debt, "scaled down to the price of gold, or some other fixed standard."

The Register is undoubtedly correct—granting its prediction that the Democrate will return to power—in saying that "stranger things have happened than this assumption." Already the key-notes of the movement have been sounded. Democratic organs like the Hartford Times, the Buffalo Courier, the Chicago Times, and the Cin-Courier, the Chicago Times, and the Cin-'Young Mare, in his boundless mind.
A work t'outlins' immortal Rome designed.'
The author of 'The Spanish Rogue' makes 'a silent noise' invade the ear of his hero. General Taylor immortalized himself by perpetrating one of the grandest bulls on record, in which he attained what a certain literary professor calls' perfection hardly to be surpassed.' In his Presidential address he announces to the American Congress that the United States were at peace with all the world, and continued to cherish relations of an equal footing. In the Ohio canvass Vallandigham distinctly asserted that this course world, and continued to cherish relations of anity with the rest of mankind. Much simpler was the blunder of an English officer, during the Indian mutiny, who informed the public, through the Tomes that thanks to

paints and draws extremely well, and is one of the boldat and most skillful horse-women of Austria. She possesses a stud of very valuable horses, and a pack of splefficial hounds; and is said to take the warmest interest, in the racing and hunting of all Europe, and to know by heart, the names of the heroes of the turf, bjeed end quadruped, of all the countries of Europe.

When have to credit The ladep indent with a jest. A correspondent, Mr. X, we will say, being on a visit to New York recently, decided to go on Sunday morning to hear the Rev. Dr. Chapin. To his regret, on arriving at the church, he found not that divine, but a stranger, who preached elequently from the text "But Shmon's wife's mother alay slek of a fever." X, thought he would you come hearing and here the product of the results of their enthusiasm was a monody commencing:

# THE NATIONAL REPUBLICAN

THE BAILT RATIONAL REPUBLICAN-published every afternoon (Randays excepted). W. J. Mustaen & Co., (No. 511 Sinth street

ste per month. reheeribers, \$4.00 per annum; \$2.0 ths, and \$1.00 for three months,

dy in adva THE WEEKLY NATIONAL EXPURITION is published every Friday morning: One copy one year, \$1.00; Three copies one year, \$5.00; Ten copies one year, \$5.00;

tions for months, and are really destitute. Some are compelled to apply temperarily for assistance on account of sickness. Bations are furnished them when found deserving, and withdrawn as soon as the necessity for using them shall cease.

DISASTERS AT SEA. The steamer Mohawk, running between Goderich and Saginsw, C. W., was caught in a storm Tuesday, and threw her deck-load overboard. She returned to Goderich in a leaky condition.

Loss, \$50,000 to \$100,000.

The British schooner Bessie, from Matanzas for Montreal, with molasses and sugars, has been towed into Provincetown, Mass., with loss of mainmast and sails.

The steamship Fung Shuey, at New Over

has been towed into Provincetown, Mass., with loss of mainmast and sails.

The steamship Fung Shuey, at New Orleans, from New York, reports that between Jupiter Inlet and Cape Florida abs picked up Captain Appleman and four of the crew of the schooner Minnie, of Mystic, for Key West, which was lost in a heavy gale on the 23d, off Jupiter Inlet. The Fung Shuey passed, ashore, with their masts standing, thirty-two brigs and one ship, and the wrecks of five vessels sunk and dismantied.

The Savannah Herald, of the 31st, reports the arrival of the barkentine Horses Beals with a beat from the lost steamer Republic, which was picked up on the 25th, twenty miles east of Hunting Island, containing thirteen men. The life-boat was fifty hours without food or water. A demijohn of water placed on board was broken by needent. They lost all their clothing and valuables, and were nearly naked.

ZINCING CAST INON.—Messes, Editors — A correspondent of the Scientific American states a difficulty in galvanising cast iron and at the same time exhibits the pre-

cess.

The use of chloride of tine as a flux in covering east iron with sine will surely defeat him as often as he tries it, for it is decomposed by a heat considerably less than the melting point of sine. But for tinning, at a heat of about 455°, it may be used with great advantage in combination with sal ammonian (chloride of ammonium.) Thus, to a saturated solution of chloride of sine, add to saturation sal ammoniac decant it olear; and I would recommend the addition of an aqual bulk of distilled or rain water with this compound, clean, or sometimes—with tact pound, clean, or sometimes—with tact— firty metal will become tinned without fric-

lion, except iron and steel.

These latter metals being perfectly clean, may sometime be timed with the aid of this double chloride without friction, but always

double chloride without friction, but always with, preferably, a brase wire or bruse. I suspect that the lack of success of your correspondent is due to a failure presenting the Iron to the rine chemically and perfectly clean. The dilute sulphuric acid should be thoroughly washed off in hot water, so that, as well as being clean, the cast iron will be instantly dry, and the whole process should be finished at once. There are, however, various means of preventing the oxydation of the metal for a short time, if necessary, with which he is doubtless acquainted.

Baltimore, Md., Oct. 16, 1865.

Baltimore, Md., Oct. 16, 1865.

orty miles from Cincinnati. A new brake-nan on the road, who didn't know the names of the stations, was approached by a stran-ger the other day, while standing by his train at the depot, who inquired: "Does this train go to Morrow to-day?" "No," said the brakeman, who thought

"No," said the brakeman, who thought the stranger was making game of him, "it goes to day, yesterday, week after next."
"You don't understand me," persisted the stranger, "I want to go to Morrow."
"Well, why in thunder don't you wait until to-morrow, then, and not come bothering around to-day. You can go to-morrow or any other day you please."
"Won't you answer a civil question civilly? will this train go to-day to Morrow."
"Not exactly. It will go to-day and come back to morrow."

As the stranger who wanted to go to Morrow was about to leave in disgust another employee, who knew the station alluded to came along and gave him the required information.

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TO H. N. J. O. L. I. P. P.